

## CLASSIFIED MESSAGE

ROUTING

DATE 2048Z 17 OCT 62

~~SECRET~~

1	2	3	4	5	6

TO : DIRECTOR

EO 12958 3.3(b)(1) &gt; 5Yrs

FROM :

ACTION: OSA (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

TOR 2107Z 17 OCT 62

ZEIAC  
~~PRIORITY~~  
PRIORITYAPPROVED FOR RELEASE  
DATE: AUG 2007

IN 52289

TO PRITY

INFO

CITE

6480

OXCART

NO NIGHT ACTION

1. ARTICLE NUMBER 3 MADE FLIGHT NUMBER 3 ON 17 OCTOBER 1962. PILOT SCHALK. TAKE OFF AT 1035 HOURS [ ] FOR FORTY-FIVE MINUTES. GROSS WEIGHT 87,000 POUNDS WITH CG AT 20.7 PERCENT AFT. AB TAKE OFF AND AB CLIMB TO 43,000 FEET, LEVELED OFF AND ACCELERATED TO MACH 1.4, OPENED BY PASS DOORS JUST PRIOR TO MACH 1.4 TO ELIMINATE DUCT AIR FLOW ROUGHNESS, THEN CONTINUED ACCELERATION IN SLIGHT CLIMB TO MACH 1.48. MAXIMUM ALTITUDE 43,000 FEET. GET DOWN AND NORMAL LANDING, CHUTE FUNCTIONED GOOD. DIRECT CROSS WIND 12 KTS GUST TO 18 KTS, NO PROBLEM. AIR WAS QUITE ROUGH ABOVE 30,000 FEET. CLOUD COVER RANGED FROM SCATTERED TO OVERCAST IN SHOWERS, TOPS 16,500 FEET.

2. ARTICLE NUMBER 3 BEING STOOD DOWN FOR INS INSTALLATION TO COMPLETE HATCH INSTALLATION, CONNECT SPIKE ACCUATOR CONTROLS ETC. NEXT FLIGHT TENTATIVELY 23 OCTOBER. ARTICLE NUMBER 1 SCHEDULED FOR 0800 HOURS [ ] 18 OCTOBER.

3. PILOT VERY PLEASED WITH HIGH SPEED FLIGHT TODAY AND STATED AIRCRAFT HANDLED JUST LIKE ARTICLE NUMBER ONE. FYI THERE WAS NO PEELING OF SPECIAL SURFACE MATERIAL THIS FLIGHT.

END OF MESSAGE

~~SECRET~~GROUP 1  
Excluded from automatic  
downgrading and  
declassification

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